

\$32,158.99 fall due in the City of New-York on the same day, together with the interest upon our entire debt.

The receipts into the Treasury for the current year were estimated at \$326,500, and the expenditures, including \$117,546 of debt due in July, were estimated at \$421,546. The Mayor concluded by saying:

Most of the expensive improvements necessary to the stability and permanent prosperity of Sacramento are nearly or quite completed through the energy of those who have preceded us. It remains for you, gentlemen, to preserve the faith of the city inviolate, and to establish her credit upon a firm and substantial basis.

The first fourteen days' navigation of the Canal of this State give \$240,877 tolls, against \$185,000 in the first sixteen days of the season of 1853.

The following table prepared from their reports, shows the cost, length, receipts, expenses and profit of twelve western Railroads:

	Length.	Cost.	Profit.
Little Miami.	54	\$31,195,000	73,000
Cincinnati, Hamilton and Dayton.	60	2,059,651	44,327
Xenia and Columbus.	54	1,040,000	24,111
Columbus and Indianapolis.	55	1,040,000	24,111
Hamilton River and Richmond.	41	2,059,651	25,500
Mad River and Lake Erie.	167	2,110,147	24,393
Mad River and Muskegon.	150	4,389,000	24,500
Terre Haute and Richmond.	72	1,455,525	20,000
Gales and Chicago.	92	2,059,651	27,700
Michigan Central.	282	6,018,565	30,300
Cleveland and Pittsburgh.	99	2,579,900	31,100
Greenville and Miami.	34	1,040,000	24,000
Columbus and Lake Erie.		1,170,000	20,000
Total.		\$11,713	\$11,811,301
Average cost per mile.			\$2,025.27
The yield of these roads is presented in the following table:			\$2,025.27

The average cost per mile of the above-named twelve roads is 94 cent per annum.

The funded and floating debt of the State of Pennsylvania, on the 1st of December last, was as follows:

	FUNDED.	EXPENSES.	PROFITS.
Six per cent Loans.	\$667,558	\$51,526	\$32,132
Five per cent Loans.	321,793	12,656	29,939
Four and one-half per cent Loans.	314,444	12,521	161,613
State Bonds.	89,355	—	89,355
Mad River and Lake Erie.	549,518	42,171	115,661
Mad River and Indiana and Penn.	171,073	6,331	111,644
Terre Haute and Richmond.	77,546	3,176	29,152
Gales and Chicago.	1,209,922	61,963	595,909
Mich. S. and N. Indiana.	1,145,400	45,000	590,400
Michigan Central.	1,209,922	61,963	595,909
Cleveland and Pittsburgh.	99,279,900	31,100	66,879
Greenville and Miami.	34	—	34
Columbus and Lake Erie.	1,170,000	20,000	1,150,000
Total.	\$7,000,170	\$3,439,900	\$3,569,273
The average cost per mile of the above-named twelve roads is 94 cent per annum.			

The funded and floating debt of the State of Pennsylvania, on the 1st of December last, was as follows:

	FUNDED.	EXPENSES.	PROFITS.
Six per cent Loans.	\$556,056	—	—
Five per cent Loans.	30,653,700	—	—
Four and one-half per cent Loans.	100,000	—	—
Total.	\$32,609,756		
Reft Notes.	\$528,351		
Miscellaneous.	25,125		
Total.	\$49,886,178		
Less amount in Treasury applicable to payment of loan of 5 cent.	107,908		
Total public debt.	\$49,778,291		

The stockholders of the Sunbury and Erie Railroad have, in special meeting, resolved to accept and stand bound by the acts of the 5th and 6th of May, passed by the Legislature of Pennsylvania at its late session.

The following is the monthly statement of the Pennsylvania Railroad Company:

Receipts for month ending April 29, 1854.—\$21,156.17

Same month 1853.—\$21,156.02

Increase.—\$0.15

Receipts from Jan. 1, 1854, to April 29, 1854.—\$1,365.71

Same period 1853.—\$1,099.09 19

Increase.—\$26.62

To Boston, The Courier says:

"The Money market is decidedly easier for demand loans, and the banks are disposed to make compensative freedom; but not beyond the limit of their daily receipts. The Stock market is first for the dividend class, but the proprietors' descriptions took the back track yesterday, and receded from 1 to 1½ cent, below the closing prices of the preceding day."

MERCHANTS, BOSTON, MASSILLION, May 21, 1854.

To the Editors of THE N.Y. Tribune.

SIR: I observe in THE TRIBUNE of the 11th inst., the following:

"The Ohio Banking Law, passed at the present session of the Legislature of that State, restricts the liability of stockholders to an amount equal, and in addition to his stock, to the amount of his stock in the corporation, and thereby makes him liable for the amount of the corporate indebtedness."

There was no Banking Law passed by the last Legislature of Ohio. Second, Stockholders are not individually liable for the corporate debts in whole or part, or in case of our Ohio Banks, under the Free Banking Law, are liable where there are less than six hundred, but in all cases where there are six stockholders or more, there is no individual liability.

In all manufacturing Companies incorporated under our present Constitution, stockholders were individually liable for all debts. The law was amended by our present Legislature so as to limit the liability to an amount equal to the stock.

ST. JESUS, Preest.

Comparative view of the condition of the Banks in the United States, according to the return nearest to January 1, in 1837, 1843, 1849, 1851, and 1854.

See also, "Report of the Condition of the Banks in the United States," by Mr. G. D. C. B. and Mr. W. H. Brewster, Boston, 1854.

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